

WHAT IS CLAIMED IS:

1     1.     In a passenger transport aircraft having a passenger cabin  
2           therein bounded from below by a cabin floor, a cable  
3           channel arrangement arranged adjacent to said cabin floor  
4           in said passenger cabin, and power and/or data conductor  
5           cables received in said cable channel arrangement,

6           an improvement wherein said cable channel arrangement  
7           comprises:

8           a longitudinal guide element extending longitudinally  
9           in said cabin and forming a longitudinal cable channel with  
10          at least a respective one of said cables received therein;

11          a transverse guide element extending transversely in  
12          said cabin and forming a transverse cable channel with at  
13          least a respective one of said cables received therein;

14          and

15          a cable branch junction that is joined to and  
16          interconnects said longitudinal guide element and said  
17          transverse guide element, and that forms a cable passage  
18          therein including a longitudinal cable receiving area  
19          communicating into said longitudinal cable channel and a  
20          transverse cable receiving area communicating into said  
21          transverse cable channel, with said at least one respective  
22          cable passing through said passage;

23          wherein each respective one of said guide elements  
24          respectively comprises a lower part secured to said cabin  
25          floor and an upper part arranged on said lower part to  
26          cover said cable channel of said respective guide element.

1     **2.**    The improvement in the passenger transport aircraft  
2           according to claim 1, wherein said longitudinal guide  
3           element and said transverse guide element extend  
4           perpendicular to each other, and said cable branch junction  
5           forms an intersection therebetween.

1     **3.**    The improvement in the passenger transport aircraft  
2           according to claim 1, wherein said lower part of each said  
3           guide element is arranged on top of said cabin floor and is  
4           secured thereto.

1     **4.**    The improvement in the passenger transport aircraft  
2           according to claim 1, wherein said upper part and said  
3           lower part of each said guide element are separate  
4           individual components relative to each other, and said  
5           upper part is removably secured onto said lower part.

1     **5.**    The improvement in the passenger transport aircraft  
2           according to claim 1, wherein said upper part and said  
3           lower part of each said guide element respectively comprise  
4           mating snap-fit fasteners that snap-engage each other so as  
5           to removably secure said upper part onto said lower part.

1     **6.**    The improvement in the passenger transport aircraft  
2           according to claim 1, wherein:  
3                 said lower part of said longitudinal guide element  
4                 comprises a base, a central web extending upwardly from

5 said base, and two side webs respectively extending from  
6 said base parallel to each other on opposite sides of and  
7 spaced apart from said central web, forming respective ones  
8 of said longitudinal cable channel between said side webs  
9 and said central web respectively on each side of said  
10 central web; and

11 said upper part of said longitudinal guide element  
12 comprises a downwardly facing catch element that matingly  
13 corresponds with said central web of said lower part, and  
14 two lateral cover strips that protrude laterally on  
15 opposite sides of said catch element so as to cover said  
16 longitudinal cover channels and that include elastically  
17 flexible free edge rims protruding laterally beyond said  
18 side webs of said lower part.

1 7. The improvement in the passenger transport aircraft  
2 according to claim 6, wherein the aircraft further has a  
3 seat mounting rail set into or arranged on said cabin floor  
4 and a floor covering arranged on said cabin floor, wherein  
5 said longitudinal guide element extends along and adjacent  
6 to said seat mounting rail with a first one of said cover  
7 strips oriented toward said seat mounting rail and a second  
8 one of said cover strips oriented toward said floor  
9 covering with an edge of said floor covering received  
10 between said cabin floor and said free edge rim of said  
11 second one of said cover strips.

8. The improvement in the passenger transport aircraft according to claim 1, wherein the aircraft includes side wall trim paneling and a side trim base angle that forms a transition and joint between said cabin floor and said side wall trim paneling, and wherein said longitudinal guide element extends along said side trim base angle and bridges and covers a joint gap between said cabin floor and said side trim base angle.

9. The improvement in the passenger transport aircraft according to claim 1, wherein the aircraft further includes a seat mounting rail set into or arranged on said cabin floor, and further comprising a seat rail cover that comprises a central member with catch elements that engage into said seat mounting rail to hold said seat rail cover thereon, and two lateral cover strips that protrude laterally in opposite directions from said central member and that respectively have elastically flexible free edge rims protruding away from said seat mounting rail and toward said cabin floor.

10. The improvement in the passenger transport aircraft according to claim 9, wherein each said free edge rim of said seat rail cover and an upper surface of said upper part of said longitudinal guide element are respectively configured to join and flushly complement each other.

11. The improvement in the passenger transport aircraft according to claim 9, wherein said longitudinal guide element extends along and next to said seat mounting rail, and one of said lateral cover strips of said seat rail cover extends over and at least partially covers said longitudinal guide element with said free edge rim of said one of said lateral cover strips partially overlapping said upper part of said longitudinal guide element and seated flushly into a recessed step provided in an upper surface of said upper part.

12. The improvement in the passenger transport aircraft according to claim 9, wherein the aircraft further includes at least one of a cable guide channel extending along next to said seat mounting rail and a floor covering provided on said cabin floor with a floor covering edge of said floor covering extending along said seat mounting rail, and wherein one of said lateral cover strips of said seat rail cover extends over and at least partially covers at least one of said cable guide channel and said floor covering edge with said free edge rim of said one of said lateral cover strips extending over and pressing against said floor covering edge.

13. The improvement in the passenger transport aircraft according to claim 9, wherein at least said elastically flexible free edge rims of said seat rail cover and said

upper part of said longitudinal guide element are each made of a respective plastic.

14. The improvement in the passenger transport aircraft according to claim 1, further comprising an end cap that is engaged into an open end of said longitudinal cable channel at an end of said longitudinal guide element so as to close said open end and cover said end.

15. The improvement in the passenger transport aircraft according to claim 1, wherein said lower part of said transverse guide element comprises a base plate interconnecting two tapering ramp members with said transverse cable channel therebetween, and said upper part of said transverse guide element comprises a cover plate that covers said transverse cable channel between said two tapering ramp members.

16. The improvement in the passenger transport aircraft according to claim 1, further comprising friction-fit or form-locking connectors provided at an end of said transverse guide element.

17. The improvement in the passenger transport aircraft according to claim 16, wherein said cable branch junction comprises a lower section forming said cable passage receiving said cable therein, and an upper section that covers at least a portion of said lower section, and

wherein connector elements are provided on said transverse cable receiving area of said lower section and are engagingly connected with said connectors provided on said transverse guide element.

**18.** The improvement in the passenger transport aircraft according to claim 17, wherein said aircraft further includes a floor covering arranged on said cabin floor, and wherein said transverse guide element and said transverse cable receiving area of said lower section of said cable branch junction are arranged under and covered by said floor covering.

**19.** The improvement in the passenger transport aircraft according to claim 17, wherein said lower section includes a stiffened area and mounting elements in said longitudinal cable receiving area, said upper section covers only said longitudinal cable receiving area and not said transverse cable receiving area, and said upper section includes catch elements that engage said stiffened area and said mounting elements.